



Aviation Investigation Final Report

Location:	FT.LAUDERDALE, Florida	Accident Number:	MIA86LA137
Date & Time:	April 27, 1986, 07:20 Local	Registration:	N3789X
Aircraft:	Rockwell 100	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE ACFT WAS STOLEN BY A 17 YEAR OLD NON-PILOT RATED MALE. WHILE TAXIING ON A TAXIWAY THE ACFT WAS REPORTED TO BE FISH TAILING BEFORE IT RAN OFF THE TAXIWAY AND BECAME AIRBORNE. WHEN THE ACFT TOUCHED DOWN IT BOUNCED APRX 10 FT INTO THE AIR AND PERFORMED A WING OVER. THE ACFT THEN CRASHED NOSE FIRST INTO THE TAXIWAY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

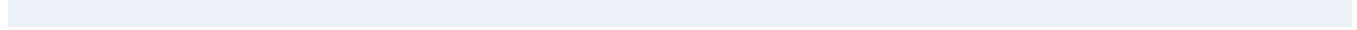
Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. STOLEN AIRCRAFT/UNAUTHORIZED USE
2. (C) AIRCRAFT HANDLING - NOT MAINTAINED - UNQUALIFIED PERSON
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - UNQUALIFIED PERSON

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED



Factual Information

Pilot Information

Certificate:	None	Age:	17, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Rockwell	Registration:	N3789X
Model/Series:	100 100	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	285
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	April 1, 1985 Annual	Certified Max Gross Wt.:	2250 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-320-A2B
Registered Owner:		Rated Power:	150 Horsepower
Operator:	DONALD H. WINDELER	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	FXE ,14 ft msl	Distance from Accident Site:	
Observation Time:	06:46 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	5 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	07:20 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	FT. LAUDERDALE EXECUTIVE FXE	Runway Surface Type:	Asphalt
Airport Elevation:	14 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	26.18938,-80.169609(est)

Administrative Information

Investigator In Charge (IIC):	Kennedy, Jeffrey
Additional Participating Persons:	BRUCE HILL; MIAMI , FL EDWARD MCDANIEL; FT.LAUDERDALE , FL
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=31615

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).